

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

MINUTES

MEETING OF WEDNESDAY, FEBRUARY 25, 2004

MEMBERS PRESENT

Ted Silver Sheila Boyce Amado Leon
Brett Bibeau Barry Burak

MEMBERS ABSENT

Brian Hannigan
Bruce Henderson

OTHERS PRESENT

David Henderson, Staff Jae Manzella, Staff Ivonne Andres, MDT
Matt Noonkester, Kimely-Horn Al Preto, Kimely-Horn Noel Cleland, Cyclist Irwin Seltzer, Cyclist

The meeting began at 7:10 p.m.

<u>ISSUE</u>	<u>DISCUSSION</u>
APPROVAL OF MINUTES	- BBibeau: <i>Motion to approve Minutes of January 28, 2003; seconded by SB; vote – unanimous.</i>
BICYCLE/PEDESTRIAN PLAN FEASIBILITY STUDY: BAYSHORE DR. BIKE LANES	- MN: The purpose of the study was to evaluate the feasibility of constructing the 7 highest-priority bicycle and pedestrian projects identified in the 2001 MPO Bicycle and Pedestrian Facilities Plans. The intersection of Douglas Rd & Main Hwy is an example of site problems staff face for the Commodore Trl. Factors in the ranking process included: costs, conflicts, current/potential users, destinations, ect. The first 3 projects in the report were far & away more desirable than the others. 1) Much of Commodore Trl. already exists, yet there needs to be greater connectiveity between existing facilities, and safety improvements. Edgewater Dr. has limited ROW, so <i>this portion of the Commodore Trl. would be a shared roadway</i> . Main Hwy. could only accommodate 3' shoulders, because of ROW limitations. Portions of Bayshore Dr. would require reducing median widths (when scheduled for redesign.) Recommendations include widening the existing path to 10-12'. Portions of Bayshore Dr. have 15' travel lanes; however, <i>north of Mercy Hospital, the bikeway would be a shared roadway</i> . Improvements would be relatively inexpensive. This is the most widely used cycling corridor. 2) M-Path has excellent multimodal opportunities and complete separation from motor vehicle traffic; however many roadway crossings need improvement. Reconstruction would not interrupt roadway traffic, except at crossings. 3) Red Rd. has several recreational/multimodal opportunities. Relcoation of utilities would be required to implement bike lanes, or travel lane widths could be reduced. The sidewalk could be redesigned as a non-motorized path, if sufficient ROW is acquired. In the north area, a 10' path already exists. 4) Bird Rd. is similar to Red Rd., but has less destinations and more ROW restrictions. In some sections, the median could be reduced to provide for bike lanes; but, this adds significantly to costs. 5) Palm Av. was recently improved with narrow lanes and on-street parking. Buildings are close to the road, limiting ROW. It was passed-up as a priority for this evaluation. 6) NW 11 St. only has a few destinations/multimodal connections to warrant bike lanes. ROW is limited, and utility poles would have to be moved. SR9 creates significant safety concerns. 7) Federal Hwy. has ROW limitations at the I95 underpass, and would require utility relocation. There are no recreational/multimodal opporutinies. NC: Inquired how on-coming traffic conflicts could be handled for the transition from path to bike lanes to shared roads, as well as on paths themselves. MN: Edgewater Dr. is a low volume shared road, so their isn't much concern. The City of Jupiter uses infrared detectors that trigger lights within the pavement to alert others.

	<p>TS: Douglas Rd traffic humps (report pg 29) & roundabouts (pg 31) are cycling hazards. MN: The path averts these. <i>Parts of the project can be tied to other roadway projects.</i> DH: <i>SW 32 Rd to Bickell Av. could be a demonstration project.</i></p> <p>MN: This project can include an M-Path connector, proposed by Jeff Cohen, (MDPW). BBibeau: The Myers Pk parking lot expansion was a controversial project for the neighborhood. He doesn't consider it necessary to widen the path, since there will be an on-road facility. Green space is limited in the urban area. He hopes a connection to the bay could be done; perhaps near SW 27 Av. The western Kennedy Pk. entrance has a blind spot he hopes can be circumvented. Removal of trees should be limited. Fern Isle Pk dump was cleaned-up, perhaps a path under Dolphin Expwy could be made.</p> <p>TS: Hopes the next phase would be to determine ROW needs, including tree relocations, to ensure feasibility. That way, staff could have answers to inevitable public concerns. Although Commodore Trl. is a highly-used cycling corridor; a few opponents could stop the project. Cyclists are not organized to support projects in this county. Multi-modal aspects should be emphasised.</p>
BPAC ATTENDANCE RECORDS	<p>- DH: Two members have breached absence limits. Brian Hannigan can be reappointed, but Bruce Henderson is no longer a Miami Beach employee.</p>
TIP/LRTP TELEVISED MEETING	<p>- DH: <i>Free parking will be available at Government Ctr. for members that don't bike or ride Metrorail to the meeting.</i></p> <p>DH: <i>Members in attendance would sit with the TARC & CTAC, while various departmental representatives give presentations, and questions are taken from the public; most answers would be from staff. He will present a BPAC overview. This is the 4th televised meeting.</i></p>
GENERAL OBLIGATION BOND PROPOSAL	<p>- DH: He hopes bike/ped projects can be included. It would be very beneficial for BPAC members to attend the public meetings, or participate on-line, to stress the importance of non-motorized transportation projects. The Parks Dept. is hoping greenways are priorities for these funds.</p>
RICKEN-BACKER UPDATE	<p>- DH: <i>By the end of the month, this project will be sent-out to bid.</i> It includes extending the bike lanes to Bill Baggs State Pk.</p> <p>TS: The cyclist that fell over the bridge hit road debris. This was just after Jeff Cohen said they can't officially designate bike lanes, because the railing isn't high enough. He hopes M-DPW can find funds to do so; tolls may help, since the road is already paid for.</p>
MISCEL-LANEOUS	<p>-</p> <ul style="list-style-type: none"> DH: Ivonne Andres is the new MDT liaison.

- The meeting was adjourned at 8:10 p.m.*